

LA GUARDIA OFFERS LAW TO REGULATE FLYING OVER CITY

Dropping of Tools, Instruments and Ballast Expressly Forbidden.

NO MORE SKYLARKING

Altitude of 2,000 Feet Must Be Maintained on an Even Keel.

ALL AIRCRAFT INCLUDED

Lighter Than Air Machines Have Right of Way Under New Ordinance.

F. H. La Guardia, President of the Board of Aldermen and a veteran of the United States Army Air Service, introduced yesterday in the board a proposed ordinance governing air traffic over New York City. The regulations are the result of conferences between Mr. La Guardia and representatives of the air service of the army, practical fliers and airplane builders.

The ordinance was referred to the board's committee on general traffic, of which Alderman William T. Collins, Democratic floor leader, who also served as an aviator in the war, is chairman. The measure is expected to be reported out for vote of the board within the next two weeks. A number of other cities are awaiting New York's action on regulation of air traffic as a model for similar laws.

The proposed ordinance prohibits stunt flying over the city, any flight at less than 2,000 feet of altitude, the dropping of ballast, instruments, tools or other matter from aircraft passing over the city; provides that aircraft approaching each other shall turn to the right; gives lighter than air craft the right of way, and provides a penalty of not less than \$50 fine, imprisonment not exceeding a year, or both.

The text of Mr. La Guardia's ordinance follows:

"Be it ordained by the Board of Aldermen of the city of New York as follows:

"Section 1.—That until the Congress of the United States passes legislation to control and direct the operation of all aircraft over the territory and territorial waters of the United States, at which time the provisions of this ordinance shall automatically cease and become void, all aircraft operating from or over the geographical limits of the city of New York shall be governed by the following conditions and terms:

"Section 2. For the purpose of this ordinance the term 'aircraft' shall mean any airplane, hydroplane, seaplane, dirigible, balloon or other apparatus carrying one or more persons into or through the air, propelled by currents or by power or motors contained in said apparatus. The term 'pilot' shall include every person who, being in or upon any aircraft, undertakes to direct its ascent, flight or descent in the air, and the word 'flight' shall include every kind of locomotion by aircraft. 'A known, established, recognized field or place of landing' shall mean a public or private field or place of landing for such purpose where the landing of airplanes is permitted by the owners thereof and such fact is publicly known. An 'emergency place of landing' is any place where a landing may be effected in an emergency without endangering in any way life or property on such place of landing. 'Limits of the city of New York' shall mean the land or air above the land or pier heads of any of the five boroughs.

"Section 3. No aircraft in the air over the limits of the city of New York shall

be guided or controlled by the pilot in a manner designed to give any demonstration of trick flying or aerial acrobatics, or be given any manipulation of the controls which may tend to divert the aircraft from a normal flight with every consideration for stability and safety.

"Section 4. No aircraft shall fly over any part or section within the limits of the city of New York at a height lower than that enabling such aircraft to glide in any emergency and at all times to a known, established or recognized open or unobstructed place on land or water, nor shall aircraft under any circumstances, special or otherwise, fly at a height lower than 2,000 feet except at the beginning or end of a flight.

"Section 5. No person in aircraft shall cause or permit to be thrown out, discharged or dropped any ballast, instruments, tools, containers, handbill, circular, card or other matter whatsoever, unless it be directly over a place established for that purpose, and all equipment carried in aircraft shall be accurately fastened in place before leaving the ground.

"Section 6. Aircraft approaching each other head on from opposite or different directions shall alter its course to the right in passing.

"Section 7. Lighter than air craft shall at all times have the right of way over heavier than air craft.

"Section 8. Every person violating the provisions of this ordinance shall be guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than \$50, or imprisonment not exceeding one year, or both.

"Section 9. This ordinance shall take effect immediately."

RED HEADED SON OFFERED AS ALIBI

Ex-Army Officer Says He Did Not Pose as Unmarried Man to English Girl.

Justice Faber in the Supreme Court at Long Island City reserved decision yesterday in the action for separation brought by Mrs. Grace E. Miller against Harry C. Miller, an agent for the Metropolitan Life Insurance Company, who served in France as a Major of field artillery. The Justice ordered that all photographs and letters mentioned in testimony be submitted to the court, including the letters alleged to have been written to Miller by Miss Maud Bigg, a daughter of Gen. Sir Thomas Bigg of the English army.

Miller went on the witness stand in his own defense during yesterday's session of the hearing. He declared that his conduct with Miss Bigg was always proper, and that he had considered her his social superior.

He was asked if Miss Bigg knew he was married.

"Everybody about camp knew it and I don't see why she did not," said Miller. "She certainly knew about the party that was given me on the birth of my son. I kept saying I hoped it would be a red headed youngster, and when I learned that it was I made much to do about it. It was after that that they began calling me Happy Old Man."

Earle Booth, a Long Island City theatrical manager and a lieutenant-colonel during the war, was a character witness for Miller. He was one of the three men who with Miller occupied a chateau at Bourges. He said that the relations between Miller and Miss Bigg were perfectly proper at all times.

"If you saw a young woman with her hand caressing the head of a young man as Miss Bigg is caressing Major Miller would you consider it proper?" he was asked.

"In the case of Miss Bigg I would consider it all right," said Booth. "I have a photo of Miss Bigg in my pocketbook now. I always carry it."

"Why?"

"Because I want to show it to my friends to illustrate the great work done by these titled English women."

"Do you carry a photo of your wife in your pocketbook?"

"No," said Booth. "I do not."

CANDY DEALER FINED.

Benjamin Miller, a candy dealer of 640 Broadway, was fined \$150 yesterday by Magistrate Harris in the municipal term of the City Magistrates Court on a charge of having 240 pounds of impure candy.

EDWARDS DECLARES WAR ON BLUE LAWS

Greater Liberalization of Sunday Called for in Message to Legislature.

URGES DAYLIGHT SAVING

Protective Legislation for Women Workers Also Among His Recommendations.

A call to combat the blue laws programme, the need for further protective legislation for women and the support of daylight saving are points of general interest which were emphasized by Gov. Edwards of New Jersey yesterday in his message to the State Legislature. Aside from attributing the blue laws programme to the same forces which brought about the adoption of the Eighteenth Amendment, Gov. Edwards made no mention of prohibition or its enforcement.

The message goes further on the subject of the Sabbath than merely to warn New Jersey's Legislature against the activities of Dr. Wilbur F. Crafts and the Rev. Harry Bowby. It advocates a greater liberalization of Sunday.

On the ground that New Jersey's present Sunday law is unfavorably regarded in many localities in the State, with the result that "it becomes unenforceable at the hands of grand juries and is, therefore, publicly condemned," Gov. Edwards recommends that a general act be passed allowing for local option in the matter of outdoor recreation.

With respect to the proposed blue laws, Gov. Edwards said: "I regard it as my duty to suggest to the Legislature that no such bills should be enacted which have been the vain but futile hope of misguided people for many

years to be able to legislate morals into a community.

"I believe it to be to the advantage of the churches that such legislation should not prevail. Sumptuary legislation upon questions of morals, restraining the liberty of the individual to worship God in his own way and to take such recreation as may be necessary to his well being, may cause a reaction that will be detrimental to religious observance and will in itself be demoralizing to the community."

Action which the message calls for includes: Legislation prohibiting the engaging in industrial occupation or work of any woman for six weeks before and six weeks after the birth of her child. Also an eight hour day for women and a forty-eight hour week and the prohibition of night work for women employed in manufacturing after ten o'clock at night and before six o'clock in the morning.

The passage of a bill which will give the State Board of Health power to prevent the location of factories likely to produce objectionable waste matter on any portion of a watershed and to prevent the pollution of watersheds generally.

Widening of the powers of the State Board of Taxes and Assessment so it shall have the power on its own initiative to order, or itself make, a reassessment of property in any taxing district without individual notice of the proceedings to each taxpayer. This is recommended as "a potent discouragement to the practice of under valuation. Its exercise, the Governor believes, would secure a greater equality of assessment as between taxing districts and as between counties."

On the general subject of taxation the message states: "The equal distribution of the increasing burden of taxation continues to be a problem of vital importance to the people of the State. We are more fortunate than some of our sister States in that we have not, thus far, been obliged to find new sources of revenue. With rigid economy in public expenditures and the efficient administration of our present system of providing for budget requirements we should be able to avoid the necessity of seeking additional subjects of taxation."

The Governor asks for the creation of a special committee consisting of representatives from both houses of the Legislature to confer with him on some concrete programme for the completion of the State's highways and "the seemingly absolute requirement that the institutions and agencies of the State for its feeble minded and other unadjusted persons be placed on a proper basis."

SAYS COP REFUSED TO CALL AMBULANCE

Relative of Man Fatally Hurt Accuses Patrolman.

The charge that a patrolman on duty refused to summon an ambulance for Theodore Duffy, 48, of 522 Fifty-sixth street, Brooklyn, after he had been run over by a wagon in West Fifty-third street, Manhattan, was investigated yesterday by Capt. McCauley of the West Forty-seventh street station. Duffy died in Roosevelt Hospital Monday night.

Duffy's cousin, Thomas Higgins of 65 Amsterdam avenue, said he asked the policeman to call an ambulance, but that the policeman said: "He's all right. Take him home."

Duffy was taken to Higgins's home, where his condition grew steadily worse until he was taken in a private ambulance to the hospital. The police are searching for the driver of a milk truck which, it is thought, ran Duffy down.

HURTS KILL JAMES STEWART.

Ninth Ward Resident Was Struck by Surface Car.

James Stewart, one of the oldest residents of the Ninth ward, where he lived for more than forty years, died Monday from injuries received the day before, when he was run down by a Sixth avenue car a block away from his home at 123 West Eleventh street. Mr. Stewart was 84 years old. He was for more than fifty years the head of a leather trucking business.

Mr. Stewart came here a boy of 13 from Benburb, County Tyrone, Ireland, and after a public school education learned the trade of coach builder from John Stephenson. He is survived by a wife, Emily Ebbitt Stewart, and six sons, John Henry, Robert William, James Ebbitt, Walter Humphrey, Edgar Elington and Charles Herbert.

READING CUTS WORK HOURS.

READING, Pa., Jan. 11.—The management of the Reading Railway Company announced that beginning to-day the mechanics and laborers in the roadway department will be put on five eight hour days instead of six eight hour days. The order will affect thousands of employees. Reductions in the force are to be made in all other departments as the business may warrant.

FERRIS
MOTOR CARS

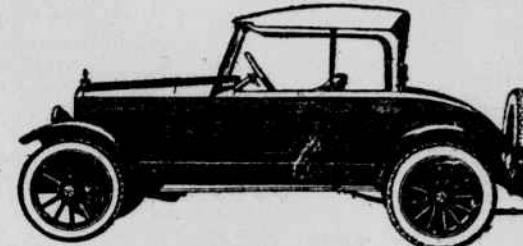
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PLEASED TO SEE OUR
EXHIBIT AT THE ASTOR
HOTEL, NEW YORK, JANU-
ARY 6TH TO 16TH 1921

Ferris Sales Company

BRISCOE

The Leader of Light Weight Cars

Salesmen say that the Briscoe compartment roadster, with the big enclosed luggage space is the best ever. So do professional men.



The Automobile Industry Sees Prosperity For You. A Ten Billion Dollar Building Program Ready.

Public work totaling ten billions of dollars calls for immediate attention.

It includes a billion dollars for railroad repairs. Housing scarcity calls for other millions.

Public highways, it is announced, will this year see the start of a half billion dollar expenditure.

Hundreds of thousands of children receive only half day instruction because of insufficient schools.

More telephones—more hospitals—more hotels—more theatres, larger sewer, water and electric facilities must be started now.

In none of these things has America overbuilt or even reached the immediate requirements.

Such work halted when materials became unavailable—when labor became unproductive and when money had gone into other channels.

Now materials are to be had. Labor is eager for work.

Money too seeks investment in all necessary projects.

It Spells Prosperity For All

When men are employed they gratify their desires for better clothes—for finer homes—for all their natural wants.

More than a hundred million people with the most restless ambition that ever stirred a nation will not long remain passive.

A new note and a new attitude toward work now dominates America. And that means work and prosperity for all.

Note How Short Have Been Previous Depressions

In 1907 and in 1914 the period was but a few months.

When the armistice was signed thousands predicted terrible depression because there would be no jobs for four million demobilized soldiers. But war had stopped production of civilian needs and there was work for everyone.

And in meeting those requirements during the past two years other important work was slighted.

Remember the paralysis of business a few months ago due to inadequate transportation.

Railroads could not handle all the passengers or freight consigned to them. Motor cars were limited in their effectiveness by poor and insufficient roads.

Distribution Now Most Important

Production has given way to distribution. People and things must be moved from place to place.

The automobile has no substitute. The world waited 6,000 years for its convenience. It is our only method of rapid, economical, individual transportation.

Your business—whatever it is—is dependent upon the motor car. You cannot prosper without its aid. It brings or takes material and buyers to your market.

Its influence extends to every cross roads.

The country knows its utility even more than the city, for 55 per cent. of all passenger cars are either on the farms or in towns under 5,000 population.

It is responsible for Fifth Avenue merchandise being on sale in the country stores. It is responsible for the freshness of country products on the city table.

Without the automobile man's efficiency would be greatly reduced.

Land values would fall. Living costs would rise to new heights. Ambition would decay.

Great Because It Fills A Universal Need

The automobile industry represents a combined capital of \$1,802,300,000.00, all the development of twenty years.

Its growth is not so much the result of managerial ability as it is the result of its vast utility.

America's largest industry in finished products views the future with much confidence. The automobile shows reflect our feeling. Go to the show and share its inspiration.

National Automobile Chamber of Commerce
Motor and Accessory Manufacturers Association

MITCHELL

A COMPLETE NEW LINE OF
CARS FOR 1921

Open and closed Models
are now being shown

at GRAND CENTRAL PALACE

OUR SPACE—TO RIGHT OF
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MITCHELL
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New York Sales Rooms
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Visiting Automobile
DEALERS
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AMERICA'S HIGHEST CLASS AUTOMOBILE
Bodies by Brewster & Co. Open Territory.

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19 West 44th St. 3 blocks from the Show



LAFAYETTE

Exhibiting an extraordinary chassis in natural metals, Grand Central Palace (third floor). Supplementary exhibits, Commodore Hotel, and Show Rooms, 1763 Broadway—at 57th Street

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There have been Auburn cars as long as there have been automobile shows. And the Auburn Beauty-SIX will continue in the spotlight of interest as long as there will be shows.

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225 W. 57th St.

AUBURN
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Luxuriant Hair Promoted
By Cuticura

Cuticura kills dandruff, stops irritation, a cause of dry, thin and falling hair. Treatment: Gently rub Cuticura Ointment with the end of the finger, on spots of dandruff. Follow next morning with a hot shampoo of Cuticura Soap. Repeat in two weeks. Nothing better than these fragrant, super-creamy emollients for all skin and scalp troubles.

Sample Each Free by Mail. Address: "Cuticura Laboratories, Dept. 832, Malden 43, Mass." Sold everywhere. Beware of cheap imitations. Cuticura Soap shaves without mug.

POSLAM MAKES
SKIN SUFFERERS
GLAD INDEED

Cover that itching skin disorder with Poslam—now you have real relief and your skin is being urged through the most persuasive healing influence to throw off its diseased condition, to yield and become clear again.

Splendid response is the rule when Poslam is used for eczema, however stubborn; acne, pimples, scalp-itch, herpes, all itching troubles, inflammation, undue redness of nose or complexion.

Sold everywhere. For free sample write to Emergency Laboratories, 243 West 49th St., New York City. Poslam Soap, medicated with Poslam, should be used if skin is tender and sensitive.—Ado.